M. L.

THE

HISTORY

OF

EASTPORT, AND VICINITY:

A

LECTURE,

DELIVERED APRIL, 1834,

BEFORE THE

EASTPORT LYCEUM.

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LECTURE.

With the view of rescuing from oblivion, some of the facts and circumstances relative to, and connected with the early history of this town and vicinity, together with the hope of gratifying a laudable curiosity on the subject, in those who have been but little acquainted with its history, I have been induced to collect such as have come within my own observation, as well as those I could learn from others. Such is the nature of the subject, that very little aid can be derived from books and written evidence, and resources are very scanty. — Unless, indeed, they are soon collected in a more permanent and tangible form, our early history and the events connected with it, will soon be lost, or known only by tradition. I have made careful inquiries, and have had recourse to all the documentary evidence within my reach; still, I am by no means certain of fixing your attention, or interesting you in the details I am about to give, for they are little susceptible of polish. The dry detail of dates and references, of facts and statistics, are, necessarily, less attractive, than a well written essay, abounding with illustration, or than biography, history, poetry, or treatises on the sciences, where harmony of period, melody of style, and the graces and beauties of composition add to the pleasure derived from the subject itself, which is treated of.

Connected with this subject, it may not be irrelevant to advert to the history of this section of the country, and that of

its boundaries, previous to its actual settlement; and this I propose to do, as concisely as practicable, consistently with a full and distinct understanding of the subject.

At the close of the 16th century, the northern coast of the American continent had become generally known to the nations of Europe, several parts having been frequently visited for the purposes of discovery, fishing and traffic. But all knowledge of the interior country, its geography and resources, was extremely limited, and all acquaintance with its shores, rivers, bays and inlets was quite imperfect.

In the several voyages to this continent, we find no account of any one who visited the waters or shores of Maine, earlier than 1602, when Bartholomew Gosnold, an English navigator, is supposed to have fallen in with some part of the coast of Maine. But in the following year, Martin Pring, in the Speedwell, a vessel of fifty tons, with a crew of thirty men and boys, accompanied by another vessel, the Discoverer, of twenty-six tons, with thirteen men and a boy, sailed from Milford-Haven, and, on the seventh of June, fell in with the coast, in the waters since called Penobscot Bay, but by the French called 'Pentagoet.' Thence he sailed along the coast to Piscataqua; thence farther southward, and for home in August. Pring also made a second voyage in 1606.—The subsequent voyages of others, added still more to the stock of knowledge of the country, and to the thirst of gain expected to be derived from it.

The French, as well as the English, were repeating their visits to this northern country every year, and making it, at home, a favorite topic of conversation and inquiry. Purchass, an early writer, states that one Savelet, an old mariner, had, before 1609, made no less than forty-two voyages to these parts. — Both nations were highly elated with ideas of extensive foreign dominions, and the prospect of an abundant commerce; but the means and measures best fitted for their attainment, were unknown, as well to the sage as the speculator.

It was a great misfortune to those nations, and no less to this country, that they both coveted the same territories, using all practicable means to establish, in themselves severally, the most plausible title to their claims. Twenty years before, Humphrey Gilbert had taken formal possession of Newfoundland, and the region two hundred leagues about it, in behalf of Queen Elizabeth; and the Marquis de la Roche was commissioned by the king of France, to conquer and colonize all the regions bordering on the St. Lawrence, and unlimited in extent. The people of both nations were resolved in their purposes; and, with such objects in view, and with the rival feelings of each towards the other, it might easily be foreseen that these counter-possessory claims would produce the severest excitements, if not actual war.

By a royal patent of November 8th, 1603, King Henry IV., of France, granted to Pierre de Gast, Sieure de Monts, all the American territory between the fortieth and forty-sixth degrees of north latitude, and appointed him Lieutenant General of this extensive region, with authority to colonize and rule it according to his discretion, and to subdue and christianize its native inhabitants. The name given in the patent was 'Acadia,' or 'Acadie.' This charter or patent, having no other boundaries or confines than the degrees of latitude mentioned, was found to embrace the American coast, between the island of Cape Breton and the shores below the mouth of Manhattan, now the Hudson or North river. De Monts, during the winter, procured and equipped two vessels, and sailed for America March 7th, 1604, and arrived the 6th of May following, at Cape de la Heve, near Liverpool, on the southerly side of the peninsula of Nova Scotia. He was accompanied by his friends, M. de Potrincourt, and Samuel Champlain, who was his pilot. Leaving la Heve, they sailed northerly round Cape Sable, and eastwardly along the northern shore of Nova Scotia, entered a spacious basin, and anchored in a good harbor. Potrincourt was charmed with

the beauty of the place, and determined to make it his future residence. He obtained a grant of it from de Monts, which was afterwards confirmed by the King, and gave it the name of Port Royal, now Annapolis; and here his party dwelt for several years.

In exploring the Bay of Fundy, de Monts visited the river St. John, and gave it the name it has ever since borne. Thence he proceeded into the waters of Passamaquoddy, ascended the Schoodic, to a small island, which Champlain selected for a resting place and a fortification, and here they passed the winter. As Passamaquoddy Bay and the river Schoodic now form a part of the eastern boundary of this State, a more particular account of its first discovery and situation, may not be uninteresting. But as I propose again to recur to this part of the subject, at a subsequent period of this Address, I prefer to continue the regular chain of the narrative, uninterruptedly.

De Monts and his men called the bay 'a sea of salt water;' but in ascending the river, found it an inconsiderable one, and admitting vessels, even on the tide, to no great distance. The island itself, containing but a few acres, they called St. Croix, because ten leagues higher, there were brooks, which came 'crosswise, to fall within this large branch of the sea' — a circumstance which has given to the Schoodic the same name. The island is situated just opposite the northeast corner of Robbinston, just below the Devil's Head: its soil is fertile, and is usually the residence of one family. It is often called Neutral Island, and was the property of the late General Brewer.

L'Escarbot, who was himself with de Monts in this voyage, and afterwards published a history of it, says, of the island, 'it was half a league in circuit, seated in the midst of the river; the ground most excellent, and abundantly fruitful; strong by nature and easy of defence, but difficult to be found. 'For,' says he, 'there are so many isles and great bays to pass,

(from the St. John,) before we come to it, I wonder how one ever pierced so far as to find it. The woods of the main land are fair and admirably high and well grown, as in like manner is the grass. There is right over against the island, fresh water brooks, very pleasant and agreeable, where divers of M. de Monts' men transacted their business, and builded certain cabins.'

The season being far advanced, de Monts concluded to pass the winter upon the island. Apprehending danger from the savages, he erected a fortification on the north part of it, which entirely commanded the river. The fort was sheltered by trees, which he directed not to be felled; and within its walls he planted his cannon, and constructed a chapel, after the Indian manner of building. 'Hoary snow-father being come, (as L'Escarbot expresses himself) they were forced to keep much within the doors of their dwellings, during the winter. But as there was not plenty of wood, which had been too prodigally used in building; and a want of fresh water, which was found on the banks of the river, strongly enclosed under locks of ice; they were under the necessity of procuring both from the shores, every day.' Some of the savages were occasionally bespoken; and through fear of surprise or assault from them, who had a lodgement at the foot of the island, and appeared to be jealous, de Monts kept a constant watch, night and day.

The winter was severe, and the sufferings of the people from the scurvy, very grievous: not one wholly escaped it; and thirty-six out of seventy, (Ogilly says ninety-seven,) actually died before the Spring. At the usual seed-time, they prepared a piece of ground and sowed it with rye; and, being absent in the firsts eason of reaping, they gathered, in the second year, a growth of it, in the narrator's words, 'as fair, big, and weighty as in France.' This being a mere temporary residence, could never have assumed any considerable importance, had it not been the first pretension of a settlement

in Acadie. L'Escarbot adds, 'the people that be from St. John's river to Kennibeki, wherein are the rivers St. Croix and Norombegua, are called Etechemins.'

When the survivors of the party had sufficiently recovered their strength, de Monts put his provisions and arms on board his pinnace, and about the middle of May, 1605, he and his men embarked in search of a more convenient station, and a warmer climate. In ranging along the coast westwardly, they entered the bay of Penobscot, which, with the neighboring country, some European adventurers had previously understood by the natives, was called Norombegua. At Kennebec, they erected a cross, and took possession in the name of their King; and, after visiting Casco Bay and Saco River, proceeded to Cape Cod. But unsatisfied with the country, as a place of settlement, they returned to St. Croix, and soon proceeded to Port Royal. Here he met M. Dupont, with an accession of forty men, with fresh supplies, in a ship from France; and, removing the remainder of his property from the island St. Croix across the bay, he lodged it with his other stores at the mouth of the river emptying into the basin of Port Royal. At this place he constructed a fort; and, having made due disposition of his affairs, sailed for France, leaving Dupont, Champlain and Chauvin to explore the country and complete the settlement.

The expedition of de Monts drew the attention of the English to this side of the Atlantic. To avoid the jealousy of the French, and at the same time to secure the advantages of prior possession and continual claim, George Weymouth was despatched on a pretended voyage of discovery of a northwest passage. He sailed March 31, 1605, and made the land near Cape Cod, and thence coasted eastwardly as far as Penobscot. He stopped at a place, called, by him, 'Pentecost Harbor,' now George's Island Harbor, at the mouth of George's River. 'Here,' says the Journalist, 'on the twenty-second of May, we digged a garden, sowed pease and barley and garden seeds, which, in sixteen days, grew up eight inch-

es; although this was but the crust of the ground and much inferior to the mould we afterwards found on the main.' Weymouth, by treachery and force, seized and carried away a Sagamore, and three other Indians of rank and influence, and otherwise ill treated the natives. A forfeiture of trade and hospitality, hatred of the English name, revenge and cruelties were the consequences of these and much baser improprieties; and more than counterbalanced the fruits of the voyage, and the possession taken of the country. Such conduct was in the highest degree impolitic and unjust, though it seemed not to be much regarded or reprobated at home.

On the 10th of April, 1606, about two years and a half after the grant to de Monts, a charter was obtained from king James I. of England, of the vast extent of territory, lying between the 34th and 46th degrees of north latitude, and from the Atlantic to the Pacific ocean, including all the islands within one hundred miles of the coast. This immense tract was divided into two colonies; the first, granted to a London Company, extended north to the 41st degree of latitude, and was called South Virginia. The remainder, granted to a company of adventurers in the town of Plymouth, was called North Virginia, and covered all but one degree of the previous French grant to de Monts. Under this charter, the adventurers sent out colonists in 1607. The one from Plymouth, destined to the northern shore, consisted of two ships, and one hundred men, under the command of Captain George Popham, as President, and Captain Rawly Gilbert, as Admiral, sailed on the 31st of May, and arrived at the island of Monhegan, the 11th of August, and then continued on, to the Kennebec, where they planted themselves upon an island, in the mouth of that river. Thence they removed to the main land, built a commodious house, barn, and a few slender cabins, erected a fort, block-house, &c., which they named Fort George, (afterwards called Popham's Fort,) and forty-five of the colonists passed the winter there, the two ships

having sailed for England the 5th of December. This was subsequently denominated the Sagadahock Colony. But a succession of peculiarly unfavorable circumstances terminated the existence and hopes of this colony, the succeeding year, and the survivors returned to England.

M. Potrincourt, wishing to revive his plantation at Port Royal, which had fallen into decay, procured the King's confirmation of his grant, upon condition of his endeavors to convert the natives to the Catholic faith. In 1608, he sailed, with his son, Biencourt, and several families, intending to become settlers, — and two Jesuits, Biard and Massé. During the passage, a sharp controversy arose between him and the ecclesiastics, in which he boldly told them, 'it was his part to *rule* them on earth, and theirs only to *guide* him to heaven.' Potrincourt remained at Port Royal a short time, and, returning to France, left his son in command. Disdaining to be under the control of these priests, who assumed the control of the civil affairs of the plantation, Biencourt threatened them with corporeal punishment, in return for their spiritual anathemas. Early in the Spring, therefore, the Jesuits left him and proceeded westward, to an island on the coast of Maine, then called Mount Mansel, but now called Mount Desert. Here they constructed and fortified an habitation, planted gardens, laid out grounds, and dwelt for five years, entering with zeal and untiring perseverance upon the work of converting the natives to Christianity. Their number was subsequently augmented by the arrival of one Suassaye, with twenty-five colonists, who called the place St. Sauveur. But they did not long remain unmolested. Disputes had already arisen between the French and English, respecting the bounds of their respective grants, which, from want of information relating to the situation of the country, ran with strange perplexity into one another. The disposition of the French to extend their settlement still farther west, was viewed with alarm by the government established in Virginia; and, in 1613, Captain Argal,

was sent with eleven vessels, carrying sixty soldiers and fourteen pieces of cannon, to dislodge them. He seized upon the fort at Mount Desert, together with a ship and barque or pinnace, then in the harbor, broke in pieces the cross erected by the Jesuits, reared another inscribed with the name of his King, and, in this way, took formal possession of the place. Gilbert du Thet, one of the Jesuits, was killed by a musket-ball during the attack. Proceeding farther eastward, he took one vessel at St. Croix Island, destroyed what remained of de Monts' settlement, crossed the Bay of Fundy, and came to anchor before Port Royal. The French at the time were mostly absent from the fort. Argal, therefore, lost no time; and, in two hours after he had landed his men, he reduced the entire settlement to ashes. Having accomplished his object, he carried the ship, pinnace, ordnance, cattle and provisions, together with part of the prisoners, including the Jesuits, to Virginia. The French power in this quarter was thus interrupted, and it was a number of years before it recovered from the disaster. This hostile expedition took place in a time of profound peace between the two crowns, and the reason assigned, was the encroachments of the French upon the territories of the English.

On the 3d of November, 1620, a new charter was granted by King James I. to forty noblemen, knights and gentlemen, collectively denominated 'The Council established at Plymouth in the county of Devon, for planting, ruling and governing New England in America.' This charter granted, in fee simple, the whole country situated between the 40th and 48th degrees of north latitude in breadth; and in length, by the same breadth, 'throughout the main land from sea to sea;' embracing in fact all the country from Philadelphia to the Bay of Chaleur. This charter expressly recognizes that of April 10th, 1606, and premises that this country had lately experienced, under a visitation from God, an uncommon desolation, by a 'destructive plague,' and 'horrible slaughters

and murders among the savages;' and that none other than English subjects had any possessions within that territory. Nay, 'many places for leagues,' it was stated, 'were without native inhabitants to challenge any interest in the lands.' Under this charter, which existed upwards of fourteen years, were all the grants made, which originally divided the country between the Hudson and Penobscot rivers; but beyond these bounds the patent appears to have had no practical operation.

Sir F. Gorges, one of the most prominent men in the council, foresaw that the French, settled at Quebec, Port Royal, Mount Desert, &c., though expelled by Argal, eight years before, intended to become exclusive possessors of the country, and that efficient measures ought to be promptly adopted to thwart their designs. A difficulty, however, arose from a deficiency in the charter itself; for though it extended two degrees farther north than the former one, it only embraced the Bay of Chaleur, and fell short, at least a degree, of the southerly bank of the St. Lawrence. To obviate this perplexity, a conveyance was made by the Council of Plymouth, of a large portion of their northeastern territory to Sir William Alexander, who was Secretary of State from Scotland, and afterwards created Earl Sterling and Viscount of Canada, which was forthwith confirmed and enlarged by a patent from King James I. of England, dated September 10th, 1621.

This patent to Sir William Alexander and his heirs, embraced all the lands of the continent, and islands, reckoning from Cape Sable in about 43 degrees north latitude, along the seashore to St. Mary's Bay; thence to the north, in a straight line to the entrance or mouth of the great bay between the countries of the Souriquois and of the Etechemius, as far as the river of St. Croix, 'and to the farthest source or spring, which first comes from the west; from thence by a straight imaginary line, crossing the lands, or running towards the north, as far as the first bay, river or spring, which runs into the great river of Canada;' thence eastward by the shores of the river to the

sea ; and so on, round the peninsula to Cape Sable, and including the islands within six leagues of the coast. This tract was called Nova Scotia or New Scotland. It was granted to Sir William and his heirs in fee simple, and without any condition whatever. Under this charter Sir William sent out several vessels, rather to make discoveries than to colonize, 'till 1624, when he transported thither some Scottish settlers, and 'after subduing the French inhabitants, or removing them to Virginia, planted a colony there himself, and held possession ten years, before it returned to the French,' by the treaty of St. Germains, May 29, 1632.

New England being now brought into notice by the respectability of the persons who had engaged in its cause, and especially by the profits derived from the fish and fur trade, the intercourse was yearly increasing. Prince, in his Annals, states that in 1621, ten or twelve ships, from the west of England, procured full cargoes of fish and fur; in 1622, thirty-five ships; in 1623 forty ships; and in 1624, fifty ships were engaged in the same trade.

King James died in 1624, and his successor, Charles I., married a French Catholic Princess. By the marriage treaty it was stipulated to recede or resign the jurisdiction of Acadia to France. This treaty, in view of all Englishmen interested, cast a deep shade on American affairs, and brought into collision the rights of the patentees and the engagements of the crown.

After much exertion, Sir William, in 1625, obtained a confirmation of his grant, described and sanctioned with much particularity ; but it availed him very little. His efforts for settling the country, were feeble and inefficient, and his colonists returned home. Though not yet in possession, the French King, in 1627, made a grant to Claude St. Etienne de la Tour, of lands, five leagues on each side of the river St. John, and two leagues back from the shore. It is said, he also obtained from Charles a confirmation of the grant of Sir

William to himself, and from Louis, the French King, a commission, dated February 11, 1631, to be Governor of Acadia.

By the third article of the treaty of St. Germains, Charles resigned to the French monarch 'all the places occupied by British subjects in New France, Acadia, and Canada.' To this transaction may be traced events, most important to the northern colonies, and especially to Maine. Chalmers supposes that the cause of the disputes between the colonies and the mother country, may be traced to this transaction. The article was artfully drafted; no boundaries were mentioned, and the avenues were opened for those unlimited controversies about lines and limits, which are among the worst of national evils.

Desirous to advance the settlement of his Acadian colony, the French monarch made several grants. One of the first, in 1633, was to M. de Razilla, a military officer, who had been appointed to take the possession and command of the country, which embraced the river and bay of St. Croix, and the islands in the vicinity — 'twelve leagues on the sea, and twenty leagues into the land.' Its eastern boundary probably adjoined the western line of the patent made before to La Tour, on the St. John's. The new grant was extensive, yet it is not ascertained whether it did or did not extend southward of the river St. Croix. Certain it is, that every other was northward of it, except the dormant one to de Monts.

The patents of the Plymouth Council embraced the whole seaboard, from Piscataqua to Penobscot; but they still held, by their charter, the territory between the Penobscot and St. Croix, unassigned and unsold.

The new Plymouth colonists, undismayed by a piratical attack by the French, in June 1632, on their trading house at Penobscot, which was plundered of its contents to the amount of £500, kept their station, and pursued their traffic for three years longer, before they were forced entirely to abandon the

place. Besides, the next Spring they established at Machias a new trading house, which they replenished with a variety of valuable commodities, and put it under a guard of five or six men, trustworthy and well armed. It was an eligible station above Cross Island, on the west bank of the river; the remains of an ancient fort being still visible there. They might have been encouraged and supported by the Plymouth Council, in a full determination to keep possession of the country.

The faults of La Tour, Governor of Acadia, were avarice, pride and passion; and such high resentments did he affect to feel, when he heard of the trading-house set up at Machias, that he hastened away to lay it in ruins. Meeting with resistance, he killed two of the defenders; and, after rifling the house of all the articles of value he could find, he carried his booty and the survivors to Port Royal. The amount of property pillaged was £400 or 500. Afterwards, in reply to Mr. Allerton, of New Plymouth, who came to recover the prisoners and goods, and to inquire if he had authority for this transaction,—La Tour insolently and insultingly replied, 'I have taken them as lawful prize; my authority is from the King of France, who claims the coast from Cape Sable to Cape Cod: I wish the English to understand, if they trade to the eastward of Pemaquid, I shall seize them. My sword is all the commission I shall show: when I want help, I will produce my authority. Take your men, and be gone.' Ten years after this transaction, La Tour, who was at Boston, seeking assistance against D'Aulnay, was called to account for the part he took in this business, before the Governor and Assistants. His explanation to the Governor and offer to Mr. Vines, the principal sufferer, to abide the judgment of referrees, seems to have been satisfactory.

The present was a trying period to the affairs of the Plymouth Council. The merchants believed that it possessed a monopoly of trade: the majority of the Commons considered

the Council under royal influence, and devoted to the claims of prerogative; high churchmen looked on them as opposed to prelacy, and opening an asylum to puritans; while the King himself suspected the New England colonists were enjoying liberties and privileges wholly inconsistent with his notions of regal power. Sir F. Gorges strenuously defended the 'corporation and its measures,' before the House of Commons, but in vain. When decisions are only sanctions of decrees predetermined, all arguments, principles and rights are nullities. A dissolution of the Plymouth Council must be its fate, and the members made preparations for it. Hence they concluded to divide the whole patent into twelve royal provinces, and to draw lots, February 3, 1635, in presence of the King, for each of the grand divisions. The first province or division embraced the country between St. Croix and Pemaquid, and extended north to the 48th degree of north latitude; it was called the county of Canada, and was assigned to Sir William Alexander, Earl of Sterling, who died in 1640. His descendants have, within a few years, (say four or five,) laid claim to Nova Scotia, under the ancient patent of King James to their ancestor. Major General Lord Sterling, a distinguished officer in the American army during the Revolutionary War, was a descendant of Sir William Alexander, the grantee of Nova Scotia. The other divisions were in like manner assigned to others. The last meeting of the Plymouth Council was held April 25, 1635, previous to which a decree was entered against the charter, though never carried into execution. They entered in their books the reasons of their proceedings; and, having held the charter about fifteen years, resigned it into the hands of the King, first reserving all grants and all vested rights. At this time, the whole number of white people in Maine from Piscataqua to Penobscot, is estimated at about fifteen hundred.

An almost constant state of petty warfare existed between the French and English, and repeated inroads and reprisals

were made by each upon the other. The French claimed and occupied the coast and territory, and controlled the tribes of Indians situated about and between the St. John and Penobscot. But it is certain, that the French at no time, had any territorial possession westward of the Penobscot, which was the divisional bounds, in fact, for many years between the French and English. Hutchinson says the French continued in possession of Penobscot 'till 1664.

About this time also the rivalry of the French officers, La Tour, son of the La Tour above mentioned, whose command extended from the head of the Bay of Fundy, to the St. Croix, and D'Aulnay, stationed at Major Biguyduce, now Castine, and claiming a paramount command and government, and from thence to Cape Sable, and the intermediate country, produced disastrous consequences, and ended in a predatory and exterminating warfare, rendered more fierce and bitter by religious zeal and bigotry, D'Aulnay being a Catholic, and La Tour a Protestant, and which lasted for twelve years. Each party, in turn, made application to Massachusetts for assistance, who, though she declined openly to interfere, secretly aided each, fomenting rather than allaying the disputes between them. One circumstance I may mention. In 1645, D'Aulnay attacked St. John, in the absence of La Tour; but his wife made a heroic defence, killed twenty and wounded thirteen of the assailants. Two years afterwards he again invested it, — twelve of his men were killed in the assault, and several wounded; but he finally succeeded, made La Tour's wife a prisoner, and, it is said, put all the others, both French and English, to the sword. The amount of plunder which he carried away, is estimated at upwards of £10,000.

In 1654, though it was a time of profound peace between England and France, the Protector Cromwell, who had sent out several ships against the Dutch at Manhadoes, or New York, secretly gave orders to the captains, after reducing the Dutch, to turn their arms against Nova Scotia, and make a conquest of it. This was easily accomplished, and the whole

country, from Penobscot, eastward, including Nova Scotia, fell into the hands of the English. This act of aggression was complained of by the French, but Cromwell refused to restore it, claiming it under an older and paramount title; and the next season, the whole Acadian province was confirmed to the English, who held it thirteen years, when it was re-surrendered to the French, under the treaty of Breda, July 31, 1667. Cromwell appointed Sir William Temple governor, and two years after, (1656,) gave to him, one Crown, and La Tour a joint grant of the territory of Acadia, and that part of the country called Nova Scotia, from Merliquash, (now Lunenburgh,) to Penobscot, the river St. George, and the Muscingus, situated on the confines of New England.

Soon after the Restoration, King Charles II., by charter dated the 12th of March, 1664, granted to his brother James, Duke of York, certain claims upon the Hudson River, and finding no royal grant extant, which covered the territory between St. Croix and Pemaquid, except those made when the New England grand patent was dissolved, and the twelve provinces projected and assigned in 1635, included this region also in the charter, it being the first of those twelve provinces, and had been assigned to Sir William Alexander, and is described to be, 'all that part of the main land in New England, beginning at a place known by the name of St. Croix, next adjoining to New England; thence extending along the seacoast to a place called Pemaquid, and up the river thereof to its farthest head,' and by other boundaries to the river of Canada northward. This, besides being called 'the Duke of York's territory,' has also been called 'the territory of Sagadahock,' 'New Castle,' and the 'County of Cornwall.' No other grants in Maine or Nova Scotia appear to have been made; and at the treaty of Breda, three years afterwards, all Acadia, without specification as to boundaries, but including, by name, 'St. John, Port Royal, Latteve, Cape Sable, and Pentagoet,' or Penobscot, as being parts of the province, were resigned into the possession of the French, who built

stockaded forts at Port Royal, St. John, and Penobscot. A profitable trade was pursued in furs, peltry and fish; but in other respects the country, for several years, was treated with great inattention, Canada affording the principal attraction to the French enterprize. Meanwhile, the whole coast between Penobscot and St. Croix, remained untouched by the arts of culture and improvement, and almost without inhabitants, save the aborigines. At this time the white population of Nova Scotia is stated at nine hundred only. M. du Bourg was appointed governor of Acadia, and a friendly intercourse and trade subsisted between him and the people of New England. But the Dutch, in 1674, seized upon the fort at Penobscot, which they soon after abandoned, and again, in 1676, whence they were expelled by a force sent from Boston.

Charles II. died February 16th, 1685, and was succeeded by his brother, the Duke of York, now James II. He appointed two commissioners to manage his ducal province in Maine, John Palmer and John West, who were directed 'to lay claim to the country as far eastward as the river St. Croix,' the limit of the patent, and to exercise over it the prerogatives of government, to the extent of his power and right. Under these instructions they seized a cargo of wines, at Penobscot, landed there under the belief the place was within the French territory; but the wine was ultimately restored, and the difficulty healed.

King James II., after a short reign of three years, having been driven from the throne in 1688, and gone over to France, a war ensued between the two countries. As soon as this was known at Boston, preparations were immediately made to regain Nova Scotia, and reduce Quebec. Early in the Spring of 1690, an expedition of seven sail, under the command of Sir William Phips, (who was a native of Woolwich, in this State, one of the youngest of his mother's twenty-six children, twenty-one being sons,) sailed from Boston. He proceeded first to Port Royal, which surrendered at discretion; then visited the other French settlements, and took formal possession

of the whole country and coast, including the islands, as far as Penobscot.

The whole country, except Quebec, being now in possession of the English, the important instrument, denominated the charter of William and Mary, or the Provincial charter, passed the seals, October 7, 1691, and received the royal sanction. This constituted for eighty-nine years the foundation and ordinance of civil government, for the United Territories of Massachusetts, Plymouth, Maine and Sagadahock, collectively called the Province of Massachusetts Bay, being superseded by the adoption of the Massachusetts Constitution in 1780. The charter specially included the country from Pemaquid to the St. Croix, Schoodic or Nova Scotia, — the ducal province of James II. having now reverted to the crown, on his abdication. Nova Scotia also, or Acadia, though resigned to the French by the treaty of Breda, in 1667, had been recently captured by Phips, was included in the same charter, but in a few years was conceded by Massachusetts to the entire and exclusive dominion of the English crown.

It was stipulated, by the seventh article of the treaty of Ryswick, of September 11, 1697, 'that mutual restitution should be made of all the countries, colonies and forts taken by either party during the war,' by virtue of which, Acadia or Nova Scotia, unfortunately without any definite boundaries, once more returned to the undisputed possession of the French. Nothing effectual was done towards determining the western limits of the province, only that in this, as in the treaty of Breda, provision was merely made for the appointment of commissioners to settle that question, which was again revived; France by treaty, and Massachusetts by charter, strenuously claiming the country from St. Croix to Penobscot, or Kennebec.

On the 15th July, 1710, a fleet from England intended for the reduction of Nova Scotia, arrived at Boston, and, being there joined by the colony forces, sailed for Port Royal, which capitulated October 2d, and the name changed to Annapolis

Royal. The submission of the rest of the province soon followed. This was succeeded by the treaty of Utrecht, March 13, 1713, by which France resigned all Nova Scotia or Acadia, with its ancient boundaries, to the crown of Great Britain, and it has ever since remained a British province. The conquest and cession of Nova Scotia, was an event highly important to Maine. It put to rest the long agitated question about boundaries, the charter of William and Mary being sufficiently definite, respecting the division lines, between territories of the same crown. The country became less exposed to the depredations of Indians and others, inasmuch as a contiguous province could no longer afford them a hiding place.

To this period, it will readily be perceived, that the history of the Sagadahock province, has been so intimately blended with that of Nova Scotia, that a narrative of events and affairs in one, could not be understood, without tracing the chain of occurrences which have transpired in the other.

The principal cause of the dispute relative to the territory west of St. Croix, was in considering Acadia and Nova Scotia as distinct countries, while in fact they were the same. Had the cessions and re-cessions from one to the other, by the French and English, been confined to Nova Scotia, instead of Acadia, (which name was generally used,) the difficulty would have been obviated. But the French artfully used the name, Acadia, which had never any other southern boundary or limits than the 40th degree of latitude, mentioned in King Henry's charter to de Monts, in 1603, — whereas the southern extent of Nova Scotia was well understood to be limited and bounded by the river St. Croix, as described in the charter of King James to Sir William Alexander in 1621. This 'debateable ground' was mostly in possession of the French, 'till 1713, and was noted for its fur trade and fishery. In the Collections of the Massachusetts Historical Society, there is an account of the inhabitants scattered along the coast in 1688, as follows: 'At Penobscot, Baron Castine, his family, and Ranne, his servant; at Edgemoragan, Reach, Charles St. Robin,

his son and daughter, and La Flour and his wife; at Mount Desert, Lowry, wife and child; Hinds, wife and four children, Cadilac and wife; at Machias, Martel, John Bretoon, wife, and a child of Jersey, Lattre, wife and three children; at Passamaquoddy and St. Croix, St. Robin, wife and son, Letrell, John Minns, wife and four children, Lambert, and Jolly Cive, his servant, Zorza, and Lena, his servant, perhaps forty-five souls.' In 1660 the white inhabitants of Maine were estimated at five thousand, and fifteen years afterwards, at from five to six thousand, and the effective strength of the militia at one thousand. Sylvanus Davis, in a statement made to the Massachusetts Assistants, says, 'There were as many as one hundred and fifty-six families east of Sagadahock in 1675, and, between that river and St. George's river, near one hundred fishing vessels owned by the people there.'

This country when first discovered by Europeans, was full of inhabitants, the 'Lenni Lenape,' or 'original people,' of whom about thirty distinct tribes have been enumerated in New England and Nova Scotia. In Maine there were two great divisions, the Abenaquis and Etechemins. The latter inhabited the country between the rivers Penobscot and St. John, both inclusive, and were divided into three tribes; the Tarratines, at Penobscot, the Openangos, upon the Passamaquoddy Bay, and the Marechites or Armouchiquois, on the St. John. The Tarratines were a numerous, powerful and warlike people, and Hubbard and Prince say, kept the western Indians in perpetual fear. One instance is given of an excursion made by them as far as Dorchester, near Boston, where they killed five men. They were early acquainted with the use of fire-arms, which were furnished them by the French, and instructed by them in their use. The Marechites or Armouchiquois, inhabited the St. John River, called by them 'Ougondy.' They were also numerous, and, according to Purchass, valiant and ingenious. He says they attained some eminence in 'painting, carving, and drawing pictures of men, beasts, and birds, both in wood and stone.' Their present

range is from the mouth of the river to the Madawaska, and even above. The Openangos, which means the same as little sable, 'very cunning,' more commonly called the Quoddy tribe, were settled about the waters of the Passamaquoddy Bay, and the river Schoodic. It is said they were anciently numerous, but probably a younger tribe, than those of Penobscot on St. John. The Indian tradition is, that an Indian of St. John married a Tarratine wife, settled at Passamaquoddy, and became a tribe. It is certain that they have lived on the most friendly terms with both the others, and always acted in concert with them. Their village is at Pleasant Point, in the town of Perry, where there are about thirty wigwams, three or four framed houses, a school-house, and chapel. They are poor, ignorant, indolent and superstitious, attached to ancient customs, and to Catholic rites and forms. No motives, no persuasives, can rouse them from their debasing inactivity. They have learnt nothing from their intercourse with the white people but their vices. Neither the emoluments of industry, the pleasures of education, nor the wants of life, have power to kindle in them the desire of becoming a civilized people. They are indigent and depressed; little remains to them but their barbarian freedom, and they are fast sinking into that state, which will shortly end in their entire extinction.

The Etechemins, in their general dispositions, appear to have been more favorable to the whites than the western Indians; less disturbed than they, in the enjoyment of their possessions, and more discreet, they were always reluctant to engage in hostilities with the English, and have never been so much wasted by war and disease, though they have not altogether escaped. In 1615, their fighting men were estimated at 6,000, the Tarratines at 2,400, the Openangos at 1,400, and the Marechites at 2,200. Persons well acquainted with them in former years, affirm that in 1756, they could turn out 1,500 fighting men. Their population in 1820 was only 1,235; the Tarratines 390; Openangos 379; and Marechites 466.

The Indians are generally, in their persons, well made, with acute senses and quick perceptions, grave and taciturn, hospitable and generous, grateful for favors, but never forgetting an injury, revengeful and cruel, strongly attached to their families and tribes, rude in their dress, which formerly consisted of skins, — excessively fond of ornament and bright and gaudy colors. With few inducements to industry, they are idle and improvident, irregular in their mode of living, and uncleanly in their persons and dwellings. Each tribe was governed by a Sagamore, (sunk-a-muh) and under them by 'wise men,' denominated Sachems, in modern times, Chiefs, Governors, Captains. They have no written laws, nor judicial process, only a few immemorial usages ; all their proceedings, under the Sagamores and Sachems, being regulated by a sense of present fitness and benefit. Their religious notions were crude and full of superstitions. They believed in a great and good spirit, called Sazoos, and probably in the immortality of the soul. They also believed in an evil spirit, called Majahondo. Their moral sense was exceedingly obtuse, and had little or no practical operation on their lives or conduct. Christianity was early introduced, and subsequently taught among the Etechemin tribes, by the Jesuits and Catholic missionaries. They effected great changes in the views and external practices of the natives. Superstitious rites and rituals, blended with endeavors to inculcate and deepen the moral sense, and to encourage religious worship, becoming established, are still extant among the remnant of the tribes. But neither their morals, manners, principles, nor yet their customs tastes or sentiments, have undergone any or extensive radical improvements. In all these the Indians are Indian natives still, without any essential change.

The French appear to have had more friendly and familiar intercourse with the Indians than the English. They assimilated more with their manners and customs, adopted their habits and modes of life, and by intermarriages with the natives, acquired an influence never possessed by the English. This

was increased by the influence exercised by the Jesuits, and the imposing rites and ceremonies of the Catholic church, more palpable to the senses, and therefore more acceptable than the simple, but more intellectual worship of the Protestants. The Etechemin tribes are all Catholic, but not deep reasoners on the subject of religion.

During fifty years, the planters and traders in Maine had great intercourse with the natives, undisturbed by any open rupture. When the Indians commenced hostilities, they were full of revenge and greedy of spoil. No presents, no treaties, no expedient, could, for any length of time, bind them in the bonds of peace. Their jealousies and antipathies were habitual, and, when it was too late, they had a fearful vision of exile from the land of their fathers, or from utter extermination. From the time of King Philip's war, commenced in 1675, the inhabitants of Maine were extreme sufferers in six Indian wars, in which the Indians displayed their implacable resentment and proverbial ferocity. There are few data, to show the part which the Indians, east of the Penobscot, took in these wars, or how far they were immediate sufferers by them. The first treaty ever made with the eastern Indians, was November 13, 1676. At the commencement of King William's war, 1688, 'Egeremet of Machias,' is named as a Sagamore, engaged in hostilities. In June, 1692, in the attack on the fort at Wells, by the French and Indians under Burneffe, 'Egeremet, who was from Machias or Passamaquoddy,' is mentioned among several other Sagamores, and his name, with those of twelve other Sagamores, appears in a treaty with the English, on the 11th of August, the next year, as representing all the tribes from Passamaquoddy to Saco, inclusive. A brother of his was one of the hostages. Egeremet was, some time after, basely killed by Captain Chubb, at Pemaquid, where he went to effect an exchange of prisoners.

In 1704, a force of five hundred and fifty men, besides officers, was raised in Massachusetts, and the command given to the celebrated Colonel Church. Furnished with fourteen

transports, thirty-six whale-boats, and a scout shallop, he sailed from Boston May 21, under convoy of the Jersey and Gosport, ships of war, of forty-eight and thirty-two guns, attended by the province galley. The places of destination, specially appointed him, were Metinicus, Penobscot, Mount Desert, Machias, Passamaquoddy, and the settlements on the Bay of Fundy. His first stopping place was at Metinicus, whence he sent out boats to one of the Green islands, and took into custody three Frenchmen, named Lafavre, a father and two sons, and also a Canadian Indian. The prisoners, at first obstinate and sullen, were terrified by threats, or softened by promises, to give information and act as pilots. They told Colonel Church that there were several families of French and Indians living about the margin of the Penobscot, and also that Messrs. Gourdon and Sharkee, French officers, who had lately furnished them and the informants with ammunition and other necessaries, were then engaged in building a fort at Passamaquoddy. Church, under the pilotage of the prisoners and one Young, taken out of the jail at Boston for the purpose, made an incursion into the bay and river of Penobscot, where 'he killed and took a considerable number both of French and Indians.' At Mount Desert, Colonel Church was joined by the ships of war, and, taking a fresh supply of provisions, proceeded into the waters of Passamaquoddy, in whale-boats. Through fear of alarming the enemy, he rowed by night and rested by day, not permitting a gun to be discharged, even at an Indian, if he could be otherwise killed or taken. On the 7th of June, Church and his men went on shore, upon an island, probably Moose Island, where they made prisoners of a French woman and her children ; and from the main land near her abode, they took M. Lotrull and his family. Ascending the river, they seized upon Gourdon and his family, and Sharkee and his domestics, and plundered the house of the latter of some valuable articles. Church observing several of his men hovering round Gourdon's dwelling, inquired the reason ; one of them replied, 'Because some of the people

within will not come out.' Church exclaimed, 'Then kill them;'—they instantly fired, and several fell. He then proceeded to the head of the navigation of the river, still engaged in the work of capture and destruction, Chartiers, a French officer and resident, being the only one who escaped. The armament then sailed up the Bay of Fundy, destroying Minas, now Horton, and two other 'populous villages,' laid waste the country about Chignecto, (Cumberland,) and visiting Passamaquoddy, Mount Desert, and Penobscot, returned to Boston, after an absence of about three months. In this, his fifth and last eastern expedition, (having in his preceding one been as far as St. John,) he had taken one hundred prisoners, and a great amount of plunder, with the loss of only six men; and, as a reward for his services, received from the Legislature a vote of public thanks.

In 1722, a vessel from Annapolis for Boston, with several passengers, touched at Passamaquoddy for water. Ignorant of hostilities, then lately commenced, they went on shore, where they were made prisoners by a mixed party of French and Indians. In making arrangements to divide the cargo, they sent the master on board the vessel; when the wind springing up fresh and fair, he and the people on board, cut the cable, and made the best of their way to Boston. Those left behind, were afterwards released, on payment of ransom. In 1744, the government of Massachusetts declared war 'against the several tribes east of the one upon Passamaquoddy;' and forbidding all the Indians westward of a line 'beginning at three miles eastward of that river, and running north to the St. Lawrence,' to have any correspondence with those Indian rebels.

In the year 1760, and during what is usually termed the old French War, the eastern tribes, who had joined with the French, wasted by war, famine, hardships and disease, particularly the small-pox, now left to their fate by those who had made them dupes and self-destroyers, saw themselves on the brink of ruin, when too late to avoid the sacrifice. The tribes

that first sued for peace, were those on the St. John river and Passamaquoddy, who had been the foremost in taking up the tomahawk. One tribe sent Michael Neptune, the other Bellamy Glaube to Governor Lawrence, at Halifax, who entered into a negotiation with them, by which the treaty of 1725, and confirmed in 1749, was fully recognized and renewed, and hostages given for a strict adherence thereto. The other tribes soon followed their example, and thus was terminated the wars and even the political existence of the Indians in Maine.

The estimates of the inhabitants of Maine at different periods, are as follows: in 1735 about 9,000; in 1742 probably 12,000; in 1761, 17,500, and in 1764 about 24,000 souls.

The question of the eastern boundary came incidentally into discussion between the French and English in 1749, when Governor Shirley, of Massachusetts, and the Marquis de la Galissionere were appointed to settle the disputed lines between Canada and Nova Scotia, the place of meeting being fixed at Paris. On this business Shirley was absent four years, without accomplishing the object. The General Court, in a congratulatory address on his return, after expressing their regret at his want of success with the French, add, what perhaps is equally applicable to other nations, and also to individuals, —'but for a long time that nation has been famous for doing justice by compulsion, rather than by inclination.'

At the peace of Paris, February 10, 1763, which terminated the 'old French war,' France renounced and guaranteed to Great Britain, all Canada and Nova Scotia, with all her northern continental and insular possessions in America, except the small islands of St. Peters and Miguelon, in the Gulf of St. Lawrence, which Great Britain ceded and confirmed to France, as a shelter for her fishermen. The same year, Canada was erected a provincial government, and a part of its southern boundary line runs from a certain point at 45 degrees of north latitude, eastward, 'along the highlands which divide the rivers that empty themselves into the river St. Lawrence, from

those which fall into the sea,' a line supposed to form the northern boundary or limit of Maine.

About this time the settlement of this part of the country began to engage the attention of the government. As early as 1734, Governor Belcher made an exploring excursion into the eastern parts, and visited Passamaquoddy, Machias, and the coast westward to the Sheepscut. In 1750, Richard Hazen was employed, at the public expense, to make surveys and form a correct map or chart of the whole coast between the Merrimack and St. Croix; and in 1762 the General Court appointed William Brattle, James Otis, and John Winslow, 'to repair to the St. Croix, determine the place where the eastern ly line is to begin; to extend the said line so far as they shall think necessary, and ascertain and settle the same by marked trees, or other boundary marks.' Their report was made in February following, accepted and printed; but it showed a view rather than a descriptive survey.

In 1764, two years afterwards, Governor Barnard, of Massachusetts, caused a survey of the bay of Passamaquoddy to be made, and proposed making grants of land there, as being within his government. The next year, Governor Wilmot, of Nova Scotia, did the same. The surveyor from Nova Scotia reported that the river called, by the Indians, Copscook, was anciently called by the French, St. Croix, and although Governor Barnard claimed the Macacadava as the St. Croix, yet in 1765, he applied to and obtained a grant from the Governor of Nova Scotia, of 100,000 acres, including Moose Island, for himself and his associates, lying between the Copscook and Schoodic rivers, on the western side of Passamaquoddy Bay.

A brief notice of some of the incidents of the Revolutionary war, which occurred in this vicinity, may with propriety be here introduced; not as highly important in themselves, yet forming a part of the great whole, and showing that the actors were among the number of brave men, whose merits and deeds so much adorn the annals of the Revolution.

Soon after the battle of Lexington, in April, 1775, Captain

Ichabod Jones, of Boston, whose wife and daughter were with their relatives at Machias, obtained leave of Admiral Graves to freight his vessel with provisions and carry them to Machias, on condition of returning with a cargo of wood and lumber for the use of the British troops. Jones was accompanied by the English schooner Margranetto, armed with four or five guns, several swivels and hand-grenades, under the command of Midshipman Moor, a relative of the Admiral. On his arrival, early in June, the settlers were called together, and in view of their remote and destitute situation, agreed to permit his vessel to load. But Benjamin Foster, and a party from East River, (now East Machias,) conceived the bold design of making prisoners of the officers while on shore, and a prize of the armed schooner. This object, however, was frustrated; the officers got on board, and moved down to the mouth of the river. Foster thus disappointed, consulted with Jeremiah O'Brien and others, of West Falls, (now Machias,) and a plan of attack was agreed on. Foster and his party took a coaster, then in East River, and O'Brien and his party took Jones' largest sloop, and both proceeded down the river, some armed with muskets, some with pitchforks and other weapons, with the intention of carrying the enemy by boarding. They were received by a warm discharge of swivels, musketry and hand-grenades, by which two men, named McNeil and Colbeth, were killed, and two or three badly wounded. In return, a deadly fire was kept up; Moor, who made a brave defence, was mortally wounded, several of his men killed, and also one Avery, master of a schooner from Connecticut, who happened to be on board. The vessel was then surrendered, and carried to the West Falls in triumph.

Hostilities thus commenced, Jones' sloop, surnamed the 'Liberty,' was fitted up with bulwarks, and armed with the guns and swivels taken from the prize. The 'Plantation Committee of Safety,' appointed O'Brien to command her; and he made an unsuccessful cruise of three weeks in the Bay of Fundy for the schooner Diligent, a vessel of seventy or

eighty tons, sent out to survey the coast, under Captain Knight. Shortly after his return, information was given that the Diligent, accompanied by a tender, under Captain Hutchins, had anchored at Buck's Harbor, about nine miles from Machias. Captain Stephen Smith, with a guard stationed there, surprised and took Knight a prisoner. The next day, O'Brien in the Liberty, and Foster in the coaster, captured both the Diligent and tender, without loss. The prisoners were forthwith sent to Falmouth, (now Portland,) accompanied by O'Brien and Foster, who proceeded to head-quarters at Cambridge, where they were received by the Provincial Congress, and presented with the public thanks, 'for their courage and good conduct.' These transactions were, it is believed, the first naval enterprizes of the Revolutionary War. The Liberty, Captain O'Brien, and Diligent, Captain John Long, were immediately commissioned by the Provincial Congress, and cruised in the Bay of Fundy, where the Liberty captured, soon after, a brig laden with provisions.

During the first year of the war, the eastern Indians remained quiet. Their importance, however, as frontier allies was soon perceived. The political relations which had long subsisted with the Tarratines of the Penobscot, were renewed and confirmed. The Passamaquoddy tribe had given indications of good will towards the Americans. Besides, the Marechites, on the river St. John, and the Mickmaks of Nova Scotia, sent a delegation of their tribes to Watertown, who entered into a treaty of alliance and friendship with the government of Massachusetts, signed by ten of their chiefs on the 19th of July, 1776. A truck-house was established at Penobscot, and another soon after at Machias, whence they received their supplies. The government also granted to the people of Machias the value of £170, in corn and rye, for their relief and encouragement. An immense advantage accrued to the inhabitants, east of the Penobscot, by the St. John and Passamaquoddy Indians joining with us, instead of adhering to the enemy; for had they, under British influence, been set on to

plunder our towns and settlements, the whole population, then but thinly scattered over the country, must have been destroyed. Great credit is due to the Indians for their strict and rigid adherence to our cause, although the Commissary's department was at times destitute of clothing and provisions, as well for them as for our own troops. Several instances of individual courage and daring among them, well authenticated, are still preserved among their ancient traditions.

The British government had established Fort Cumberland at the head of the Bay of Fundy in 1755, and still maintained it; but the troops had been gradually withdrawn, and a small number only remained to take care of the artillery and military stores. Captain Jonathan Eddy, a native of Massachusetts, who had lived many years in the vicinity of the fort, and was Sheriff of the County, conceiving that it might easily be reduced, applied to the Provincial Congress of Massachusetts, for men and supplies for that purpose; but obtained nothing more than their connivance. He therefore returned to Nova Scotia, and by contributions first, and by persuasions promises and threats afterwards, had the address to raise about one hundred and fifty men. At Shepardy Hill he took a captain, sergeant and fourteen men prisoners, and the third night afterwards he took a vessel of one hundred tons, then lying aground, with six hundred barrels of beef and pork, a ton of candles, fifty firkins of butter, and seven hundred new blankets, all intended for the garrison, — a part of which, however, were retaken. He then collected his whole force, with the addition of some St. John Indians, and attacked the fort in the night, September 27th; but Colonel Gorham, the commander, having been reinforced and apprized of the design, made a vigorous defence, killed several of the invaders, and completely repulsed the rest. Seldom is a defeat attended with more painful circumstances. Several of the inhabitants who had joined the assailants, soon saw their houses in flames, and their families in the deepest distress; and, finding no alternative but either to surrender at discretion to an enraged enemy, or flee from the British terri-

tory, they chose the latter, and, leaving their families, took their route along the north shore, crossed the St. John river at Fredericton, thence to Schoodic and Machias, where they arrived half naked and famished, having been in the woods twenty-five days. Their families, who remained behind during a winter of severe suffering, many of them houseless and without the comforts and even necessaries of life, were brought away in the following spring, in a flag of truce. Eddy was afterwards a Colonel in the army, and the General Court, in 1785, granted him, and nineteen of his associates, 9000 acres of land at the head of the tide on the Penobscot; and the town incorporated there in 1811, was, in compliment to him, called Eddington.

Several of the refugees settled at Machias and Eastport, among whom were the late Colonel John Allan, of Lubec, and L. F. Delesdernier, Esq., who it is believed, is the last survivor. Congress afterwards, in consideration of their services and sufferings, made them liberal grants of land in the State of Ohio.

The next year, 1777, the eastern department underwent a revision. Machias was made the place of general rendezvous and head-quarters, and a garrison, established there, and raised to a continental establishment. Colonel Allan was appointed general agent and superintendent, with the rank and pay of Colonel, Mr. Delesdernier was appointed a lieutenant, and some of the Indians were also commissioned as officers. The garrison consisted of three hundred men, with two nine-pounders, one six-pounder, and the necessary stores. The late Stephen Smith, Esq. was appointed truck-master or commissary, and the place put into the best state of defence.

The expedition planned against Fort Cumberland and the general rendezvous established at Machias, were measures which could not be concealed from the British Admiral at New York; and before the recruits had all assembled at Machias, he sent two frigates and an armed brig to frustrate the design. They arrived in August, and anchored at the Nar-

rows, where they burned a tide-water mill and took a coasting sloop. At the forks of the river, they burned two dwelling-houses, two barns, and a guard-house. They then towed the brig and sloop to the mouth of Middle River, near where the bridge now is. Here a smart action commenced, which resulted in forcing the vessels to return, with the loss of many men, as the narrowness of the river and the trees on its margin, afforded shelter and good opportunity to pick off those who showed themselves on deck, with little danger to the assailants. Discouraged by the vigor and spirit of the resistance they met with, the squadron in a day or two left the place. Towards the close of the war, Mr. Delesdernier was decoyed on board an armed vessel, disguised as a trader, near Pleasant Point, and carried a prisoner to Halifax. On the 12th of June, Castine was taken possession of by the British, regularly fortified, and retained till the peace, though attempts were made to re-take it. This possession was, however, confined to the peninsula, and the command of the Penobscot, by means of their fleet.

Hostilities being happily terminated by the acknowledgment of the Independence of the United States, their eastern boundary was established by the definitive treaty of peace, of September 3d, 1783, as follows: 'By a line to be drawn along the middle of the river St. Croix, from its mouth in the Bay of Fundy, to its source, and from its source, directly north to the highlands, which divide the rivers that fall into the Atlantic Ocean from those which fall into the river St. Lawrence; comprehending all islands within twenty leagues of any part of the shores of the United States, and lying south of a line to be drawn due east from the point where the aforesaid boundary touches the Bay of Fundy, excepting such islands as then were, or theretofore had been, within the limits of the Province of Nova Scotia.'

Although the river St. Croix had been the boundary line between nations, as well as individuals, and the adjacent territory a subject of contention, negotiation and reference for

nearly two centuries, yet the location of the river, or the question, 'which was the true river St. Croix,' had never yet been settled or decided. But no sooner was the treaty concluded, than the more definite settlement of the eastern boundary attracted the attention, not only of the State of Massachusetts, but of the Congress of the United States. Complaint of encroachments on our territory, south and west of the St. Croix, was made to the Old Congress, on the 25th of December, 1783, even before the proclamation, ratifying the treaty of peace was issued, which was referred by Congress to the government of Massachusetts, with a recommendation to ascertain the facts, make a representation thereof to the Governor of Nova Scotia, and to request his interposition to prevent their recurrence. The Governor of Massachusetts adopted the course recommended, and in July, 1784, appointed Generals Lincoln and Knox to repair to Passamaquoddy, and there inform themselves what encroachments had been made on the territories of the said State. These gentlemen performed the duties assigned them, and reported that a very considerable number of British subjects had settled at a place called St. Andrews, on the eastern bank of the river Schoodic, which, in their opinion, was clearly within the limits of the State. They examined the three rivers emptying into the bay, the Copscook, the Schoodic or Passamaquoddy, and the Macacadava, and were decidedly of opinion that the latter was the true St. Croix.

John Mitchell, in a deposition, declared that he was appointed by Governor Bernard, in 1764, a surveyor, to repair to Passamaquoddy, with Israel Jones, his deputy, Nathan Jones, commanding a party of troops with an Indian interpreter, and ascertain, from the Indians resident there, the river known by the name of St. Croix; that they pointed out a river about six miles north, and about three degrees east of Harbor Letete, and declared on oath that it was the ancient and only river, known among them as the St. Croix. They proceeded in their surveys accordingly, and returned three plans of the said river St. Croix and Bay of Passamaquoddy to Governor Bernard.

Nathan Jones, in his deposition confirmed the foregoing facts. This, it should be remarked, was nearly twenty years before the peace, and whilst the whole country was the possession and the property of the British. Rufus Putnam, State-surveyor, who had thoroughly examined the country, made a long communication to the Government, and, after stating the facts and reasons at large, came to the same conclusion, that the Macacadava was the true St. Croix.

The documents and evidence being forwarded to Congress, Mr. Jay, then Secretary for Foreign Affairs, in a report made by him, in September, 1785, recommended that 'the Commonwealth of Massachusetts be advised by Congress, to proceed without *noise* or *delay* to garrison such places in their *actual* possession as were most exposed.' The same report also recommends to apprize the Court of France of the disputes in question, as His Most Catholic Majesty had, by treaty, explicitly and perpetually guaranteed the United States in all their possessions. Remonstrances were made to the Governor of Nova Scotia on the subject, and negotiation with Great Britain resorted to, instructions being sent out to Mr. J. Adams, then our Minister at the Court of London, to call the attention of the British Government to an early and definite location and settlement of the river St. Croix. On the 9th of February, 1790, a confidential message, relative to the boundary question, was transmitted to Congress, by President Washington, accompanied by a mass of papers, occupying nearly forty closely printed pages. By the fifth article of the treaty concluded November 19th, 1794, by Mr. Jay, provision was made for the appointment of commissioners, by the respective governments, to 'determine and settle what river was the St. Croix,' as mentioned in the treaty of 1783.

The commissioners on the part of the United States, were Judges Howell and Benson, and on the part of Great Britain Colonel Thomas Barclay. The late Governor Sullivan, of Boston, and the late Judge Chipman of St. John, were the respective agents. They met at Halifax in September, 1796,

and proceded thence to Passamaquoddy in the execution of their commission. In the river Schoodic, and opposite to the northeast corner of what is now Robbinston, they found an island, corresponding in situation and aspect to the description given of the island St. Croix, by L'Escarbot, Charlevoix, and other early writers, and where de Mont's party passed the winter in 1604. President Webber, late of Harvard College, who accompanied the commissioners, says, 'Near the upper end of it were the remains of a very ancient fortification, overgrown with large trees; that the foundation stones were traced to a considerable extent, and that bricks were found there. These remains were, undoubtedly, the reliques of de Mont's fortification.' It is a confirmatory circumstance, that clay is known to have been found and used there at the first settlement. L'Escarbot says, that 'M. de Potrincourt, when at Port Royal, in 1606, caused great quantities of bricks to be made, with which he made an open furnace.'

On the 25th October, 1798, they made their report, in which they decided, that 'the mouth of the river St. Croix is in Passamaquoddy Bay, at a projection of land called *Joe's Point*, about one mile northward from the northern part of St. Andrews Island, and in the latitude of 45° 5′ 5″ north, and in the longitude of 67° 12′ 30″ west from London, 3° 54′ 15″ east from Harvard College.' Then follows a description of a line up the river, to its source, where they fixed a permanent land-mark, now called the 'Monument.'

The decision is thus communicated to Congress by the President in his opening speech, December 8, 1798 — 'The commissioners appointed to determine what river was truly intended under the name of the river St. Croix, mentioned in the treaty of peace, and forming a part of the boundary therein described, have finally decided that question. On the 25th of October last, they made their declaration, that a river called Schoodic, which falls into Passamaquoddy Bay at its northwestern quarter, was the true St. Croix, intended in the treaty of peace, as far as its great fork, where one of its streams

come from the westward, and the other from the northward; and that the latter stream is the continuation of the St. Croix to its source. This decision, it is understood, will preclude all contention among individual complainants, with regard to grants of land. A subordinate question, however, it has been suggested, still remains to be determined. Between the mouth of the river St. Croix, as now settled, and what is usually called the Bay of Fundy, lie a number of valuable islands. The commissioners have not continued the boundary line through any channels of these islands; and unless the Bay of Passamaquoddy be a part of the Bay of Fundy, this further adjustment will be necessary. But it is apprehended that this will not be a matter of any difficulty.'

It will, however, appear in the sequel, that the President did not exercise his usual sagacity on this 'subordinate question about which it was apprehended there would be no difficulty.' Almost twenty years elapsed before it was adjusted; and the greater part of that time was consumed in discussions and negotiations between the two governments — a delay productive, in its results, of much misery and loss of property to the inhabitants of Passamaquoddy.

In order to settle this question, which still remained at issue, to wit, the title to, and jurisdiction over these islands, (together with the northern and western boundaries,) a convention was entered into between Great Britain and the United States on the 12th of May, 1803, by which the line between the mouth of the St. Croix and the Bay of Fundy was agreed upon, and is stated in the first article as follows: — 'The line hereinafter described, shall and hereby is declared to be the boundary between the mouth of the river St. Croix and the Bay of Fundy; that is to say,—a line beginning in the middle of the channel of the river St. Croix at its mouth, (as the same has been ascertained by the commissioners appointed for that purpose,) thence through the middle of the channel, between Deer Island on the east and north, and Moose Island and Campobello Island on the west and south, and round the eastern part of

Campobello to the Bay of Fundy; and the islands and waters northward and eastward of the said boundary, together with the island of Campobello, situate to the southward thereof, are hereby declared to be within the jurisdiction, and a part of His Majesty's Province of New Brunswick; and the islands and waters southward and westward of the said boundary, except only the island of Campobello, are hereby declared to be within the jurisdiction and a part of Massachusetts, one of the United States.' In the instructions to Mr. King, who negotiated this convention, is the following sentence: —'The essential objects to be secured to the United States, are the jurisdiction of Moose Island, and the common navigation of the Bay, and of the channels leading towards the sea, between Deer Island and the island of Campobello.' The eighth article of this convention contained a provision for the settlement of the line from the Lake of the Woods, to the nearest source of the river Mississippi; but the Senate of the United States, not approving of this last article, the convention was not ratified.

Messrs. Munroe and Pinckney, on the 31st of December, 1806, concluded a treaty with the British Government, in which the boundary line on the eastern frontier was agreed upon, in nearly the same words; but President Jefferson, disliking some of the provisions contained in it, did not submit it to the Senate for their approval; of course, the whole subject remained in statu quo, unsettled and undetermined.

Had the commissioners, who decided which was the St. Croix, continued the line between the islands to the sea, as they were urged to do by the agent of the United States, but which they declined 'on an idea that their commission extended no further than to an authority to find the mouth and source of the river,' or had the convention or treaty last mentioned been ratified, and so the title and jurisdiction settled over the islands, the capture of Eastport during the late war would not, probably, have taken place; or, if it had, it would have been restored shortly after the peace, and not retained for four years, while the title was under discussion. Great Britain always

considered the islands in this bay as absolutely belonging to her; and during a conference between the Ministers of the respective Governments for negociating the late treaty of peace, on the 19th of August, 1814, their Ministers were asked by ours, 'what were particularly her views with respect to Moose Island, and such other islands in the Bay of Passamaquoddy, as had been in our possession till the present war, but had been lately captured. They were answered, that those islands, belonging of right to Great Britain, (as much so, said one of the commissioners, as Northamptonshire, an inland county in England,) they would certainly be kept by her, and were not even supposed to be an object of discussion.' However, under the fourth article of the treaty of Ghent, concluded December 24th, 1814, the title to and jurisdiction of the islands in the Bay of Passamaquoddy were submitted to two commissioners, Colonel Thomas Barclay, on the part of Great Britain, and Hon. John Holmes, on the part of the United States, who met at St. Andrews, September 23d, 1816, opened the commission, and adjourned from time to time, and from place to place, 'till the 24th of November, 1817, when they met at New York, and made their final report and award, 'that Moose Island, Dudley Island, and Frederic Island, in the Bay of Passamaquoddy do belong to the United States,' and that 'all the other islands in that bay, and the island of Grand Menan in the Bay of Fundy, belong to his Britannic Majesty, in conformity with the true intent of the second article in the treaty of 1783.' And on the 30th of June, 1818, General Miller, on behalf of the United States, and Colonel Sargent, on behalf of Massachusetts, received from the British a formal surrender of those islands, to the great joy of the inhabitants, who were relieved from the operation of martial law, restored to the exercise of their civil rights, and made a component part of a great and prosperous nation.

In connexion with the subject of jurisdiction over the islands in this bay, particularly Moose Island, I will refer to a letter from James Avery, Esq., then of Machias, and an officer of

excise, to Governor Bowdoin, at Boston, dated August 23d, 1785. Among other things he says, 'A few days ago, Mr. Wyer, high sheriff for Charlotte County, posted up advertisements on Moose Island, directing the inhabitants to attend the courts at St. Andrews. This alarmed them, as they were threatened, in case of their refusal, to be deprived of their estates. Since this matter has taken place, I was up at St. Andrews, and had a long conversation with Mr. Wyer, the high sheriff, Mr. Pagan, and other principal persons. They say they acted by the advice of Judge Ludlow, (then Chief Justice of New Brunswick,) who is of opinion that all the islands in the Bay of Passamaquoddy belonged to New Brunswick, and are determined to support their claim, and should the inhabitants refuse to obey their summons, they may depend on being punished.' Persevering efforts were made to extend and exercise jurisdiction here. Constables and other officers were appointed by the Court of Sessions at St. Andrews, but I do not find that any offices were accepted, or that any jurors attended, though required to do so. Summonses and other civil processes were sent here for service; and to test the question, Mr. Samuel Tuttle was actually arrested, carried to St. Andrews, and there committed to jail, (December, 1785.) But he was steady and persevering in his refusal to submit to their authority, and, after three days confinement, was discharged. Several instances occurred in which the sheriff from St. Andrews attempted to serve process here, even after the organization of this county, and once a personal rencontre took place between the sheriffs of the two counties, relative to the exercise of their respective offices, in which the sheriff of Charlotte County reluctantly abandoned his purpose and retired. It appears by our town records, that a town-meeting was called on the 27th of July, 1801, 'To consider on the situation we are in, respecting the dispute between Great Britain and the United States of America, in regard to the claims of jurisdiction on Moose Island, and to take such methods for an explanation as may be thought proper and expedient to quiet

the inhabitants.' No steps however appear to have been taken in consequence, as the article was passed over at the meeting. From this time the question seems to have rested, so far as the people here took a part in it, or were affected by it, till the capture of the island, and the subsequent decision under the treaty of Ghent.

Two hundred and thirty years have now elapsed since this vicinity was first visited by Europeans with a view to a permanent settlement.

Long anterior to the actual settlement of the Bay of Passamaquoddy, which is an Indian name, signifying 'Pollock Fish,' its shores, rivers and inlets had been frequented by fishermen, who found an ample remuneration for their labors, in the abundance of their fares. Formerly the fur trade also had been a profitable one. But the hunters were so multiplied, and the destruction of wild game so great in the northern woods of Maine, that it was found necessary to preserve, by law, the lives of those fine furred animals, at seasons when their coats were thin, and their offspring young; and the General Court, by a law passed June 10, 1791, made it penal, in the sum of ten dollars, to kill or take any otter, beaver, mink, sable or martin, fisher or black-cat, lucifer, musquash or wolverin, from the first of June to the first of October. The extensive marshes bordering on the Narraguagus, Pleasant and Machias rivers, and even those at the head of the Bay of Fundy, were much resorted to for the hay they afforded, and which was transported to the westward. Lumber, both as an article of domestic consumption, and for exportation, was early sought after.

Machias, from 'Mechises,' the Indian name of the river, seems to have attracted considerable attention ever since its situation first fell under the eye of visitants, whether French or English. In 1633, the Plymouth Colonists established a trading-house there; the French attempted a settlement in 1644 and since that time. But the effectual settlement, or rather revival of this plantation, is traced to incidents which oc-

curred in 1761 and 1762, when it was visited by people from Scarborough, for the purpose of cutting hay in the marshes. Mill-sites were then selected, and in May, 1763, sixteen associates removed thither from Scarborough, and erected saw-mills on the west branch. In 1765, saw-mills were erected on the east branch by B. Foster and his neighbors. Before the year 1770, several others were erected on both branches, and one on Middle River, and that year the township was granted to eighty individuals by name, so that the place soon rose into importance. It was incorporated in 1784, and is the oldest town east of the Penobscot River. The first minister of the gospel there, was Rev. James Lyon, who commenced his labors there in 1771, and continued nearly thirty-two years.* The late Judge Jones was an acting magistrate there, under King George III., prior to the Revolution.

The first grants of land east of Penobscot River, made by Massachusetts, were in 1762, of twelve townships, three of which, now Steuben, Harrington and Addison, fell within this county and were conditional, but were confirmed in 1785. The whole island of Mount Desert, granted to Governor Bernard in 1762, had been confiscated. One half, however, was restored to his son in 1785, in consequence of his unchanging adherence to the American cause, during the war. An unexpected claim for the rest, was made by the heirs of La Motte Cadillac, under a patent made to him by the French King, in April, 1691. It would have been too obsolete and antiquated to be regarded, but the government was so well disposed 'to cultivate mutual confidence and union between the subjects of His Most Christian Majesty and the citizens of this State,' that the General Court first naturalized the petitioners, and then quit-claimed all the interest of the State, to them, reserving only to

* He had a singular defect of vision, in being unable to distinguish between the colors of black and red; and he once purchased a piece of scarlet cloth for the purpose of making himself a coat, thinking it to be black, until apprised by his wife that it would be a much more suitable uniform for a British officer, than for a dress coat for a clergyman.

actual settlers, lots of one hundred acres each. The same year the General Court granted No. 3, now Charlotte, to the representatives of Captain William Tyng, and his company, in consideration of their services and sufferings, during a dangerous pursuit of the Indian enemy, upon snow shoes, in the first winter of Queen Anne's war, in 1704. In 1786, fifty townships between the Penobscot and Schoodic, being about 1,100,000 acres, were disposed of by lottery, every ticket, at £60, drawing a prize of half a mile square, to a whole township. Among these were the towns of Cooper, Alexander, Crawford and others, in the eastern part of this county.

In 1782, Courts of Common Pleas were established in the several counties, in Massachusetts, with jurisdiction of all actions above forty shillings, which, two years afterwards, was enlarged to four pounds. There being then but three counties in Maine, the nearest Court was at Pownalborough, now Wiscasset. About this time, the people eastward of the Penobscot petitioned the General Court to enlarge the jurisdiction of Justices of the Peace among them, to £10, and to establish the usual County Courts in that quarter, with the right of appeal to the Supreme Court at Boston. The records of the Supreme Judicial Court were all kept at Boston, till the year 1797, when they were distributed to the several counties.

The County of Washington was organized in the Spring of 1790, with a Court of Common Pleas at Machias, which set twice a year for three years; after which there was but one term annually, till 1807, when a second term was added.

In 1783, the Supreme Court was held once a year in each of the Counties of York and Cumberland. In 1786, a term of that Court was established at Wiscasset — in 1800, at Castine, and in 1821, at Machias. There were probably not so many inhabitants in the whole County of Washington, at its organization in 1790, (being 2758,) as there are now in the town of Eastport.

The question of separation of Maine from Massachusetts was first agitated in 1785. To aid the object, the Falmouth Gazette was established at Portland, being the first newspaper printed in this State. But the project was opposed both by the Governor and General Court, and was abandoned in 1787, on finding that the votes were only three hundred and forty-nine in favor, and six hundred and forty-five against it. It was revised again in 1816, when the votes were for it 11,969, and against it 10,347, which not being five-ninths of the whole number given in, it did not prevail. It was again called up in 1819, when the votes were, yeas 9959, nays 7132. A convention was called on the 11th of October, a constitution formed, which being afterward approved by the people, Maine became a separate State on the 15th of March, 1820. The votes in this town, in 1819, were, for separation one hundred and forty-seven, and against it five. The town did not act at all in the former trials.

The oldest city in New England, if not in the United States, was in the State of Maine. The settlement at Agamenticus, now the town of York, was made a city, March, 1st, 1642, with a mayor, recorder, twelve aldermen, twenty-four common councilmen and other officers. Winthrop, in his Journal, contemptuously says, they have 'lately made Agamenticus, a poor village, a corporation, and a tailor their mayor.' In 1644, a woman was tried in the mayor's court for the murder of her husband, condemned and executed. The city lasted about ten years under the name of 'Georgiana,' when it was changed to a town by the name of York.

The earliest permanent settlement in this Bay, was made on Campobello, at Harbor de Lute, or Otter Harbor, as the name imports, prior to the Revolutionary War, by the Campobello Company, and a considerable trade was carried on there. St. Andrews was settled about 1784, principally by loyalists from the United States.

Eastport, Moose Island, is situated in the Bay of Passamaquoddy, between the main land, on the westward and south-

ward, and the British islands of Deer Island, Indian Island, and Campobello on the northward and eastward. It lies S. E. and N. W., is four and a half miles in length from the salt-works to the bridge, and it nowhere exceeds one mile and a quarter in breadth. The exterior form is extremely irregular, and its surface diversified with swells, hills and valleys, containing about 1910 acres. It is the smallest town in territorial extent, in the State. The village is pleasantly situated on the southerly and easterly part of the island, facing the harbor, which is safe and capacious, being entirely land-locked. It presents a fine view, particularly in approaching it from the eastward: there is a regular ascent from the water to the rear of the village. From the garrison, on Fort Hill, are presented some delightful views and landscapes for the pencil of the painter, as well as the admirers of nature. All vessels arriving and departing, are seen to great advantage, and the many islands scattered over the bay, add greatly to the beauty of the scenery. Todd's Head, so called, is the easternmost point of land in the United States. The temperature is variable, subject to frequent and sudden changes, and in summer particularly, the air is humid. It is about 10° warmer in winter and cooler in summer, than it is at Dennysville or Calais, probably owing to its insular situation, and the prevalence of foggy weather. It is healthy, nor is there any disease peculiar to this part of the country. The great mass of the population is at present under the middle age; but there are many instances of longevity among our predecessors. It is believed there are now living about eighteen persons, who were heads of families here in 1800; of these three are widowers, five widows, and there are five instances in which both the husband and wife are living. The annual number of deaths, including casualties, is believed to be from seventy to seventy-five.

The earliest settlers of Eastport were principally fishermen from Lynn, Marblehead, Cape Ann, Newburyport, Portsmouth and its vicinity, who located themselves on Moose Island for their greater convenience in taking and curing fish,

about the close of the Revolutionary War. Of the settlers prior to the year 1790, very few remain, and they are tottering under the weight of years. It is worthy of remark, that, almost without exception, they attained to a great age, most of them beyond three-score and ten, and several more than four-score. Mr. Shackford and Mr. Tuttle came here in the fall of 1783, when there were but five families on the island, and, it is believed, still fewer at Lubec. In 1790, there were about twenty-one or twenty-two families on the island; and all the settlers up to that period, and even later, were citizens of the United States, with one or two exceptions.

The settlement on the main, now Lubec, was somewhat later, and by a different class of persons, being cultivators of the soil, and resorting to boat-fishery, to supply the deficiency of their agricultural pursuits. They were from Lynn, Goldsborough and the vicinity of Castine.

There were also several families from Cumberland, at the head of the Bay of Fundy, who, after the unsuccessful attack on the fort there, abandoning their homes, property and friends, joined the colonies in the war for independence. Two of these yet survive; the rest have descended to the grave. The survivors are L. F. Delesdernier, Esq., and Captain Benjamin Reynolds, each aged eighty-two years.

The history of land titles in Eastport and Lubec is different from that of any town in the county, and probably in the State. Most of the townships in the State, especially since the grant of large tracts, one hundred and fifty to two hundred years ago, have been granted to individuals, to companies, or to literary institutions, and fifty disposed of by lottery. The township No. 8, now Eastport and Lubec, had never been disposed of by the State; and the settlers, for the first ten or twelve years, were, what are usually called squatters, that is, persons entering upon and occupying lands to which they have no title, nor any agreement with the owner to purchase, and without his consent.

By a resolve passed by the General Court, June 18, 1791, a committee of five persons was appointed to lay out the whole township into lots of one hundred acres each; (which was done by Mr. Solomon Cushing, between that time and 1809, or 18-10, in six divisions,) so as best to include the improvements of each settler; and the land agents gave a deed of a lot to each, on payment of five dollars, (and the expenses of the survey,) and afterwards, by subsequent resolves, to later settlers; then to their sons, and to others so late as 1810, or 1812, on payment of the same sum and interest. These deeds were given in pursuance of certificates granted by the land committee here; so that the title to all the lands in Eastport and Lubec is derived directly from the State to individuals; except a few lots in Lubec, which were not taken up, and which were sold at auction by the land agents of Massachusetts and Maine, since the separation. Moose Island, being the first division, was surveyed and run out into twenty-four lots. One only of the original lots remains entire, and that is still in the hands of the original grantee, Jacob Lincoln.

It is justly a matter of surprise and regret that the streets in the town are so irregular and contracted, and so ill adapted to the wants and conveniences of the inhabitants. The reason to be assigned for it, is probably this, that the early settlers did not look, prospectively, to the growth and improvement of the town, and did not anticipate its future size and population. They consulted convenience in selecting places for the prosecution of their business, rather than order and regularity in laying out the town. A log-house erected at a small expense, and perhaps a smoke and fish house to cure their fish, claimed their first attention, and sufficed for them. Their object seemed to be present personal convenience, and they built as that convenience required, without looking to the future, till the land, especially near the shore, became so valuable that it could not be obtained for the public accommodation. Besides, they thought of no other mode of conveyance or travelling, than by water; then boats comprised, or were rather substitutes for

horses and carriages of every description ; and I well remember the surprise, curiosity and even fear, excited by a horse that was brought on the island in 1804. Foot-paths through the woods, or stumps, were the only communication by land, or substitute for highways. The road from the bridge to Dennysville was laid out about 1806. I was the first person who went from here to Machias, the whole distance by land, in August of that year. The road to Robbinston was opened two or three years later ; before that, it was necessary to go on the beach, by the shore.

The first road laid out in Eastport, was in 1799, nearly twenty years after the first settlement, but it was done in so vague and indefinite a manner, that it would be impossible to say where it was. The return of the road, as made by the selectmen, reads thus : — 'Beginning at Mr. James Cochran's spring, between Captain Prince's house, and the house of Mr. Henry Waid now lives in, and running northerly between said Cochran's house and his old hovel, and just to the westward of Mr. Samuel Tuttle's barn, through the corner of his potatoe field, to the west corner of Mr. Shackford's field — through Mr. Shackford's field west of the new fence — through Mr. Boynton's and Mr. Henry Poor's land to the notch in Mr. William Clark's mountain, so called — through said notch,' &c. &c. to the upper end of the island. The next was Water Street, from Mr. Shackford's to Mr. Todd's north line, (near the poor-house,) in October, 1803, twenty-four feet wide. Boynton Street was laid out in 1804, Key Street in 1805, Washington Street in 1807. Gates and bars were suffered to remain across the roads 'till the Spring of 1808, when, by a vote of the town, they were ordered to be removed. There are now about twelve miles of roads and streets in the town, covering about fifty-nine acres.

A gradual, and, at certain periods, a rapid increase in wealth and population, has taken place, from the first settlement. The plantation No. 8, was incorporated into a town by the name of Eastport, in February, 1798, and included Lubec, which

was set off as a separate town in June, 1811 : it is the fifth town incorporated in the county. There are now thirty towns. The number of families in 1785 was ten or twelve, and the number of the inhabitants about seventy-five. In 1790, there were about twenty-one or twenty-two families on Moose Island, and twelve to fifteen on the main land, and 244 inhabitants — having more than trebled in five years. In 1800, there were 563 — having more than doubled in ten years. In 1810, 1511 — having almost trebled in ten years. In 1820, Eastport had 1937, and Lubec 1430, making 3367, more than double in these ten years. In 1830, Eastport had 2450, and Lubec 1535, making 3985 — exhibiting a gain, in the last ten years, of seven and one third per cent. in Lubec, and of twenty-six and one half per cent. in Eastport.

About ten or twelve years elapsed before a framed dwelling-house was erected in the town. The first was built by a Mr. Curry, near where the widow Herrington now lives, but was soon taken down. The next was built by Mr. Shackford, and was standing till very recently. The oldest house now standing, was believed to be in Water Street, near the bottom of Boynton Street. The first two-story dwelling-houses, were those built by Captain Leavitt, near the salt-works, and by Colonel Shead, now Mr. Nathan Bucknam's, in the year 1802. The next by Mr. Earl, now Mr. Jacob Grold's, and by Mr. Hayden in 1805 ; the fifth by Judge Burgin, now General Peavey's, in 1807.

There are no data to show the progressive improvements and cultivation of the land, either as to the manner or quantity. The valuations of 1800, 1810, and 1820, for State purposes, cannot be found.

The account of property, as taken in the summer of 1830, for the State valuation, states it to be 126 acres of tillage, yielding 15 bushels of corn, 530 of oats, and 9636 bushels of potatoes.—358 acres of mowing, producing 304 tons of hay.—482 acres of pasturage, 218 of wood-land, 488 of unimproved land, 139 acres of waste or unimproveable land, and about

40 acres in house lots, gardens, &c.—209 dwelling-houses, 72 barns, 34 stores and shops, 11 ware-houses, 2 brick-yards, 1 ship-yard, 117,530 superficial feet of wharf, 45 horses, 25 pair of oxen, 150 cows, 23 young cattle, 101 sheep. There are now about 15 dwelling-houses standing, of those built 30 years ago.

Great attention has been bestowed on the subject of education. Primary instruction in our schools has been an object of paramount consideration, and carefully attended to by the inhabitants, to the full extent of their ability. The town was early divided into school districts, of which there were three on Moose Island. The inhabitants on the main land, objecting to raise much money by the town for schools, as they could not be much benefited by it, owing to their thin and scattered population, application was made to the General Court for power to raise money by the districts, on Moose Island, for the support of schools, in addition to the sums raised by the town, which was granted by an act passed February 28, 1807, the first of the kind ever passed, but which has since been followed by many similar ones, in different parts of the State. There are four public school-houses in the south school district, which embraces all that part of the town southward of the old burying-ground, and money has been raised for build- a fifth. There are also four private school-houses, besides the two in Trescott Hall, where instruction is given in the higher branches of education, to youth of both sexes, separate from each other. But all these are inadequate to the accommodation of the scholars, and several rooms in private houses are occupied as places of instruction. The number of scholars, between the ages of 4 and 21, is, in the north district, 70; in the middle district, 84; and in the south district, 970; making a total of 1124.

Connected with the subject of education, I would mention the Eastport Athenæum, now an incorporated institution, commenced about thirteen years since, by a few young men, who associated for the purpose of procuring some of the best peri-

odical publications of the day, as well as standard works of literature and taste, under the name of the 'Club.' Their numbers soon increased, and there are now about 40 members, with a well-selected library of about 900 volumes, which is annually increasing, and a considerable number of elegant and spirited engravings adorn their room. It is highly creditable to the proprietors, and beneficial to the public, by diffusing information, and creating a taste for reading in the community.

There are two printing-offices, one established in 1818, the other in 1828, each of which has since issued a weekly newspaper; and, connected with one of these, is a reading-room, where may be found papers printed in most of the States in the Union.

In 1794, a house for public worship was erected by a few individuals, at the bend of the road, a little north of the burying-ground, and religious instruction given there, till 1814; not however permanently, but by missionaries and itinerant preachers; and, for a number of years, probably one half the hearers were from the main land and neighboring islands. On the 21st of August, 1800, a town-meeting was held, 'to see if the town will agree to give Mr. James Murphy, of Steuben, a call to settle in said town, as minister of the gospel, and maintain him by a town tax.' The vote on the question was in the negative.

In 1807, an association of eighteen persons, without regard to theological differences of opinion, purchased a lot of land where the Baptist meeting-house now stands, and procured materials for a large house of public worship; but the passage of the Embargo laws in the winter of 1807—8, defeated the object, and the materials were disposed of. In 1811, a similar association purchased the land where the Unitarian meeting-house now stands, and agreed with a Mr. Hovey to erect a house there in 1812. The house was framed at Machias, and nearly prepared for raising, but the declaration of war in June, 1812, again defeated the object. The Unitarian and

Free-will-Baptist meeting-houses were erected in 1819; the Baptist house in 1820, the Central meeting-house and Roman Catholic chapel, in 1828.

The Rev. Hosea Wheeler was settled over the Baptist church and society, October 9, 1822, and died January 27, 1823. The Rev. Charles Robinson was ordained over the Unitarian society, October 30, 1822, and dismissed by mutual consent, April 5, 1828. The Rev. Wakefield Gale was ordained over the Central Church and society, February 19, 1829. The Rev. Edward H. Edes was ordained over the Unitarian Church and society November 15, 1832. The two last named still continue their pastoral relations. There has been no other settled minister in the town. The other societies are usually supplied from year to year, or by missionaries, without a permanent settlement.

The oldest church is the Baptist, organized August 8, 1798, and has about 115 members. The other Baptist church was organized April 30, 1816, and has about 115 members. The Central Church, February 8, 1819, and has about 67 members, and the Unitarian, the 25th of February, 1821, and has about 40 members.

No documents remain to show the expenditures or expenses of the plantation, prior to the incorporation of the town, or, indeed, of the amount raised or expended for any purpose, till the year 1799. In that year, it was voted to raise $50, for powder and camp equipage, $13.60, for sealed weights and measures, and $30, for expense of town officers, &c. In 1800, $50 was voted for town charges. For 10 years after the town was incorporated, all bills against the town were examined and allowed at the annual town-meetings. In 1801, the amount allowed was $15.91, which included $8, for recording births and deaths. In 1802, $16.78. In 1803, $82.49, including $35 for one pauper. In 1804, $63.33, including $24.48 for one pauper. In 1805, $111.64, including $68.14 for poor. In 1806, $83.68, including $28.93 for one pauper. In 1807, the total was $125.04, and in

1808, $117.42. These sums included all, but what was raised for roads, schools, &c. In 1810, 17½ per cent. discount was allowed to those living on Moose Island, and 37½ per cent. to those on the main, on payment of their taxes within 30 days.

The annual State tax for this town, up to 1800, was $20. Thence to 1810, $78.66. From 1810 to 1820, $120.89. Since the separation, from 1820 to 1830, the average has been $390.42; and since 1830, $327.87, annually. The annual average of the county tax up to 1820 cannot be ascertained with any degree of accuracy. From 1820 to 1830, the lowest was $507.34, the highest $931.92, and the annual average, $665.85. During these 10 years, this town paid more than one sixth part of the whole county taxes. Since 1830, the annual average has been $481.09. The ratio has increased from ¼ of one per cent. to $1.$\frac{97}{100}$, or nearly 2 per cent. on the valuation or inventory, besides the poll-taxes. For the last 15 years, the lowest tax assessed on the town, was $3,776.02, the highest $7,498.04, exhibiting an aggregate of $78,652.-59, and an average of $5,243.50 for each year. These sums, however, do not include what is paid for the support of the ministry, for private schools, and the great variety of other purposes for which money is voluntarily paid or contributed, and which probably amounts to an equal sum.

The State of political feeling was very fluctuating for several years after the incorporation of the town. The first vote was for State officers in April, 1799, when Strong, the federal candidate, received the whole, 28, for Governor. In 1800, Strong 11, and his opponent, Gerry, 29. In 1801, Strong received the whole, 44. In 1802, Strong 22, and Gerry 9. In 1803, Strong received the whole, 46; yet in November, of the same year, the votes for elector of President, were 30, to 5 on the other side. Again in 1804, Strong received the whole, 38. In 1805, Strong 23, Sullivan 32. In 1806, Strong and Sullivan each 27. From 1807 to 1813, there was a democratic majority, nearly as 3 to 2. In 1814, Strong had 68

votes, one more than his opponent, Mr. Dexter. The highest number of votes given, was in 1812, being 173. Eastport was first represented in the Legislature of Massachusetts, in 1807, by Colonel Shead, and again in 1809 and 1810. In 1811, by Messrs. Shead and Delesdernier. In 1812, by Messrs. Delesdernier and Leland. In 1813, by Mr. Weston; and, in 1819, by Mr. Bartlett.

The town has not been exempt from loss of property and life by fire, though it has suffered less than might have been expected from its exposure to that element. The first building burnt was a log house, near the late Mr. Kendall's, in which a child of the late Mr. Waid was burnt. The next was the house of Joseph Prince, Esq., on the site of the one occupied by Mr. Rice, at the salt-works, in which Mr. Prince and two of his children were burnt, (February, 1803.) The rest were the guard-house, in the winter of 1814, or 15, in which two soldiers were burnt; the stores of the late Mr. Kendall, and the large one of Mr. Hathaway; the houses of Mrs. Bowman, Mr. Norwood, Mr. Whitney, Mrs. Trask, Mr. Pote, and of S. Bucknam, Esq., also a school-house standing on the site of the large one in High Street. The aggregate loss of property by fire is estimated at about $12,000 to $15,000.

The records of the town present some singular entries. At a meeting held in 1798, it was 'voted, that money should be raised for procuring powder, balls, flints and camp-kettles, agreeable to law, for the militia and defence of the town.' 'Voted, there shall be sixpence in the pound allowed the collector, receiving and paying such money, as comes into his hands for taxes.' But no money was actually raised during the year for any purpose whatever. At the same meeting, the record proceeds, 'a letter was presented to the moderator from the foreman of the Grand Jury, informing the Selectmen that a presentment had been made against the town, for neglecting to procure ammunition, &c., according to law. After some conversation respecting the subject, it was voted, that the Selectmen answer the letter in behalf of the town, and that

the inhabitants view it as an insult that any such presentment should be made in so short a time after incorporation, when every exertion had been made to furnish such requisitions, some of which are actually laid in ; and that this sentiment of the inhabitants, should be entered upon the records.' On the same day, is the following entry in the records, 'The Selectmen called upon the meeting to, bring in their votes, when upon their being sorted and counted, the candidates and votes stood as follows, viz. Henry Dearborn 30 votes, Silas Lee no votes ; when the Selectmen proclaimed Henry Dearborn a majority of the town.' But no mention is made of any office. Again, the record of another meeting is as follows, 'The wind being violent and boisterous, prevented the meeting at the time appointed, on motion and seconded, Mr. Oliver Shead was chosen moderator, &c.' I will make one more extract of some interest from the records. From 1800, to 1810, inclusive, there were 181 couples published, being an average of $16\frac{1}{2}$ couples each year. From 1810 to 1820, 227 couples ; average $22\frac{7}{10}$. From 1820 to 1830, 337 couples ; average $33\frac{7}{10}$. For the last 3 years, 135 couples ; average 45 — and making a grand total of 880 couples.

A bridge, connecting Moose Island with the main land at Perry, was built in 1820 : its length is upwards of 1200 feet, and cost $10,000. A second, connecting the island with the main, at Pleasant Point by Carlow's Island, built in 1832, is about 1902 feet in length, and cost $10,000.

Fort Sullivan was built in 1808, under the superintendence of the late Major Trescott, and a company of United States troops were first stationed here in the Spring of that year, under the command of Captain Swett. Large additions were made to the works by the British, after the capture of the island ; many of these additions have, however, since been removed.

A Post-Office was established at Passamaquoddy in 1794, and Mr. Delesdernier appointed Post-Master, who kept his office at the Narrows, (Luke Point.) The mail then came once a fortnight : it was necessarily brought on foot, and the

carrier's coat-pocket answered all the purposes of a modern mail-bag. That office was discontinued in 1805. A Post-Office was established on the island in 1802, and Colonel Shead appointed Post-Master: the mail then arrived weekly. In 1823, it arrived twice, in 1821 three times a week, and in 1833, daily.

Extensive salt works were established at the southern extremity of the island in 1828, where are manufactured more than 1000 bushels of salt, daily, from the mineral, imported in its crude state. These works give employment to a great number of hands, and circulate a very considerable amount among the laboring class of the community.

The district of Passamaquoddy was established in 1790, and L. F. Delesdernier, (who had previously been naval officer under Massachusetts,) was appointed Collector. On the 1st of July, 1803, it was made a port of entry for foreign vessels. In 1804, there were only three vessels owned in Eastport, then including Lubec, altogether about 85 tons. In 1810, the number of vessels or tonnage cannot be ascertained. In 1820, the number of vessels is not known, but the number of tons was 623. In 1830 there were 28 vessels, exceeding 3000 tons. Since the island was given up by the British, in 1818 to 1830, and chiefly within 8 or 9 years of the last date, there was built on the island 21 vessels, measuring 2208 tons, and averaging 105 tons each ; and in other parts of the district, in the same period, 26 vessels, measuring 3800, averaging 146 tons each,—in all exceeding 6000 tons. During the last three years, there were built in the whole district, 42 vessels, averaging 151 tons each, making an aggregate of 6361 tons. On the first of January last, there were permanently registered, enrolled and licensed, in this district, 3 ships, 16 brigs, 80 schooners, 9 sloops, 1 steamboat, making in all 109 vessels, and 10,180 tons. It will be a matter of surprise to many to learn, that, with all the trade and business of the place, only three vessels entered here from any foreign port or place, except the adjoining British provinces, till after July, 1821. These were the sloop Sumner, in 1804

or 1805, from the West Indies, with rum, sugar, &c. The brig Eliza Anne from Cadiz, in 1816, in ballast, and the British ship Protector from Liverpool, in 1820, with salt.

Since 1821, the foreign trade has greatly increased. The following table exhibits the number of entries at the Custom-House, and the tonnage, both of American and foreign vessels, for the last ten years, the most part from the Provinces, the remainder from Liverpool and the West Indies.

Years.	American Entries.	Tons.	Foreign Entries.	Tons.	Total Entries.
1824	139	7,333,12	5	943,74	144
25	180	9,777,70	16	1,362,27	196
26	237	18,107,03	49	2,357,54	286
27	169	9,794,08	24	2,153,72	193
28	164	10,957,24	8	2,374,47	172
29	161	13,764,27	12	3,452,86	173
30	228	17,651,50	182	13,334,18	410
31	30	3,800,87	886	56,076,90	916
32	44	3,773,76	1090	66,987,76	1134
33	36	3,957,49	1784	108,659,07	1820

The great decrease of the number of entries of American vessels, and the still greater increase of British vessels, is owing to the admission of British vessels on the same terms as our own, which commenced in October, 1830. During the last year, the foreign arrivals at Portland were 167, at Boston 1067, at New York 1925.

There are two periods in the history of Eastport, which seem to require a more particular notice. I refer to those of the Embargo laws, and the late war.

The Embargo law passed December 22, 1807, which put a stop to foreign trade, and was succeeded by four others, each increasing the restrictions, till April, 1808, when the coasting trade was almost annihilated. It was at first supposed that its operation would be extremely prejudicial to the trade and interests of the place. The facilities offered for exporting property across the lines, and thereby evading the law, were very great; consequently immense quantities of bread stuffs and

provisions were brought here, before the enforcing act, as it was called, passed. 30,000 barrels arrived here in one week, and the estimate of 150,000 barrels in about two months, is thought to be below the actual quantity piled on wharves, &c. &c. Notwithstanding the vigilance of the officers of the Customs, the whole was transported across the lines. Many thousand barrels were carried to Indian Island and Campobello, at one dollar per barrel. It had very bad effects on the morals and habits of the people; it lowered the standard of morals and introduced some vicious habits, which often attend sudden acquisitions of property. The transactions of that period, gave importance to the place abroad, and a celebrity and reputation, of a character some what suspicious, if smuggling and illicit trade be taken into the consideration.

But the event most distressing in its operation, and most injurious in its consequences, was the capture of the Island by the British. War was declared June 18, 1812, and the news of it, which reached here in about a week, occasioned a general panic. About one third of the inhabitants left the Island in the course of a few days: but two years having elapsed, and a good understanding maintained with our neighbors on the British side, it was hoped that we might escape the more immediate calamities of the war. On the 11th of July, 1814, a fleet was seen coming round Campobello, by Head Harbor, which at first was supposed to be a fleet of merchantmen, or timber ships, bound to St. Andrews under convoy of a frigate. When arrived as far as Indian Island, a sloop of war was despatched ahead, with a flag of truce. A boat landed from her with an officer, who repaired to the fort with a summons to surrender, and five minutes allowed the commanding officer, (Major Putnam,) to consider, and accept or refuse the terms offered. That term having expired, the officer returned on board. The colors were hauled down and the place surrendered. In the mean time, the vessels, about ten in number, including the Ramillie, 74, a sloop of war, a brig, and two or three armed schooners with the transports for the troops, an-

chored off the town, in commanding situations, to commence the attack, should it become necessary. The American troops (about sixty-five) marched out of the garrison, in rear of the officers' quarters, and grounded their arms; the officers were paroled, and the men sent prisoners of war to Halifax. The naval force was commanded by Sir T. M. Hardy, and the land forces, consisting of the 102d regiment, and a detachment of the artillery and engineers, by Colonel Pilkington. The troops were immediately set to work on the fortifications, which were greatly enlarged, and continued till the frost prevented them in December, and, being without barracks, were obliged to live in tents till some time into January. The real estate of nonresidents was taken possession of, and occupied by the officers and troops: private property was generally respected.

For four years, all civil process was suspended, martial law was the only law in force, and citizens as well as soldiers were subject to its operation. All suits and complaints were heard and decided in a summary manner by the commanding officer, whose decision was final, and the debtor or delinquent turned over to Sargeant Crook, the town Sargeant, or to the guardhouse, till the debt or fine was paid. There was none of the law's delay, whatever there might be of its uncertainty or injustice, in the decisions.

At the time of the capture, there were in the custom-house, bonds for duties for many thousand dollars, which fell into the hands of the captors. The payment of these bonds they endeavored to enforce against the obligors, among whom were the principal merchants of the place. The last of March, 1815, the marshall came from Halifax for the purpose of arresting them; but by a timely flight, all but one, escaped. These *refugees*, having large interest at stake, which they were unwilling to abandon, and under the uncertainty of what might be the decision, as to the title and jurisdiction of the island, commenced business at the point in Lubec, which was then a forest, and but one house, (Mr. D.'s) within a mile of the

Narrows.* The village grew up rapidly, and 3½ years afterwards, when the Island was restored, it had acquired so firm a hold, as to compete with Eastport for the trade of the district. This competition between the two places, was essentially injurious to both. It would probably have been more beneficial to the trade of Passamaquoddy, and money saved, eventually, if the whole capital, vested in real estate at the Point, when the island was restored, had been abandoned and lost, and the undivided and combined operations of the whole commercial community concentrated here.

* This endeavor to enforce the payment of the duty-bonds, was the sole cause that the settlement at Lubec Point was commenced.